

Northgate Stakeholder Sub-Committee Report
Simon Design Review Process
December 16, 2004

Dec. 6, 2004 Early Design Guidance Meeting/Project #2402787, 301 NE Northgate Way
Northeast Design Review Board (DRB) members Al Torrico, Scheer Chan, Jane Johnson & Jamie Fisher were present. The DRB Chair, Jackie Kirn and Scott Kemp, Land Use Planner made opening remarks. Presentation of the project was made by Rod Johnson of Callison Architects. KPFF briefly reviewed a natural “telescoping” drainage strategy under consideration by the applicant and Seattle Public Utilities for parking areas. Following the presentation, the DRB asked questions about the project that were answered by the consultants. They then took public comment. Michelle Rupp presented brief comments about the Stakeholder Group advice that had been sent to the DRB in advance of the meeting. Thereafter, limited public comment was taken due to lack of time. As a result, the DRB elected to hold a second early design meeting to take additional public comment prior to deliberating about the project. The second early design meeting will be scheduled in approximately 4-6 weeks.

Sub-Committee Report: Jeanne Hayden, Cheryl Klinker, Velva Maye, Colleen Mills, Barbara Maxwell & Michelle Rupp met prior to the DRB meeting to review & discuss the *Northgate Urban Center & Overlay District Design Guidelines* that are most applicable to the Simon site. The sub-committee decided that it was not appropriate to represent that the Stakeholder Group had endorsed the list of applicable guidelines but that as individuals, sub-committee members could present comments to the DRB.

The following Northgate Urban Center & Overlay District Design Guidelines were identified by the sub-committee as priorities and were presented during the public comment period:

A-1 Responding to Site Characteristics: (See page 2). Address grade changes at 1st Ave. NE and Northgate Way by creating an attractive transition, using creative grading and landscaping. Be sure to incorporate pedestrian access. (See illustration.)

Maintain and improve existing stairway access from the former Malmo site near NE 103rd St. and 5th Ave. NE. Consider using excavated soil to create a pedestrian pathway that is less steep than the existing stairway.

A-4: Promote pedestrian interaction: (See page 4). NE 103rd St. is designated as a Special Landscaped Arterial. Sidewalks on 1st Ave. NE, 5th Ave. NE, Northgate Way and NE 103rd St. are the principal place of pedestrian movement and casual social interactions. Improve the street level environment by creating a public realm that is safe, interesting and comfortable.

Superblock Development (See page 5). Where superblock developments are not along designated Major Pedestrian Streets, they should achieve a pedestrian-friendly environment within the internal layout of a superblock site, where commercial buildings

may be separated from the public right-of-way by parking. Every attempt should be made to link large sites to the greater community by creating lively, interesting pedestrian connections within the site, and also between the site and its surroundings. Key internal at-grade passageways accommodating pedestrian and vehicular circulation on large sites should not be ignored as locations for pleasant pedestrian places (see sketches at the bottom of page 5 for recommended superblock design features). See also Considerations & Illustrations on pages 5 and 6. Developments should have internal drives and walkways adjacent to buildings designed with the basic elements of good pedestrian-oriented shopping streets; buildings oriented close to walkways, landscaping, pedestrian-scale lighting, walkways of sufficient width to encourage social interactions without impeding pedestrian movement, and other similar enhancements. Surface parking areas located between primary buildings and the public right-of-way should include walkways, landscaping and lighting to delineate safe and comfortable pedestrian circulation within the site.

A-8 Minimize parking and auto impacts on pedestrians: Site and design driveways to minimize conflicts between vehicles and pedestrians on Northgate Way, 1st Ave. NE, 5th Ave. NE and NE 103rd St. Minimize the number of curb cuts and width of driveways and keep curb radius at 90°.

A-10 Corner Lots: Reinforce Gateway locations/street corners and enhance the street level environment at the key pedestrian areas on 1st Ave. NE & Northgate Way, 3rd Ave. NE & Northgate Way, 3rd Ave. NE and NE 103rd St. and 5th Ave. NE and NE 103rd St. (See illustration on page 11).

B-1 Height, Bulk & Scale: Pay particular attention to the massing and scale of the parking garage both in terms of its relationship to the street (3rd Ave. NE and NE 103rd St.) and to the internal site. Break down the mass both horizontally and vertically. Use architectural elements to define the scale. Pedestrian entries should be clearly visible and architecturally expresses on the exterior of the building. Off-street bicycle rack parking and storage areas are strongly encouraged on the inside of the structure. Consider adding retail to the ground floor level to enliven the streetscape. (See pages 15 & 21).

C-3 Human Scale: Exterior building materials should have a human scale; this helps people relate to the size of the building. Good examples include stone and brick. Other materials, such as stucco or concrete panels, will need finer details to reduce the perceived bulk and create human scale. (See pages 8 & 9). Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood (as opposed to oriented to I-5). Pedestrian-oriented blade signs and signs integrated into the design of the building are encouraged. Way-finding signs are encouraged. Large illuminated box signs and post-mounted signs are discouraged. (See page 16)

C-4 Use durable, attractive and well-detailed finish materials: Use materials that will attract quality tenants.

D. Open Spaces and Connections: Improve pedestrian movement by creating quality spaces and pathways through and within development sites, connecting to the street system. The creation or simulation of an urban street grid through sites is an important design consideration, and creating interior block pedestrian connections through sites and to the surrounding street system (particularly east-west) is a critical element of an improved pedestrian environment. (See pages 17-19).

D-4 Design of Parking Lots: Parking areas should be laid out as an urban block, at a scale that promotes walking within. A network of clearly defined pedestrian walkways should serve as a “grid”, connecting these walkways to uses within the site and to the larger street network in a safe and comfortable manner. The necessary elements-lighting, pavement and plantings-should be placed towards that end. The space should be defined by buildings, and secondary structures, such as shelters and small retail spaces (placed at corners) should further define the scale. (See Page 21).

E-2 Landscaping to Enhance building or site: Quality landscaping is an essential component of the built urban form. Corners of street intersections should be distinguished by special landscape treatments. Mark and define pedestrian crossing and walkways, especially at 1st Ave. NE & Northgate Way, 1st Ave. NE and driveways south of Northgate Way and north of NE 103rd St., 3rd Ave. NE and Northgate Way, 3rd Ave. NE and NE 103rd St. & 5th Ave. NE and NE 103rd St. (See page 22).

E-3 Landscape to take advantage of special site conditions: The building at the corner of NE 103rd St. and 5th Ave. NE should take advantage of the natural area to the east as an amenity by incorporating native plants into the landscape design and by providing linkages to the natural area. (See page 23).

Other Public Comment: Gary Weber explained that lease arrangements with existing tenants and/or separate property ownership affects the ability to develop on the east side of the site. Simon determined that they could make money by developing the west side and that was where they would begin their redevelopment. He commented that the Stakeholder Group had endorsed the site plan presented to the Design Review Board.

Two other citizens wished to comment but time did not allow for it. They were assured their comments would be taken at the beginning of the second early design meeting, to be scheduled in about 4-6 weeks.